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No. 17,148, 號八十四百一千七第 日六十月三年丑癸 HONGKONG, TUESDAY, APRIL 22ND, 1913. 二拜禮 號二十二月四年二國民華中 PRICE, \$3 PER MONTH.

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Hongkong, 29th April, 1908. [a1398]

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Hongkong, 17th April, 1913. [a589]

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1.45 " " 2.15 " " 10 " "
2.15 " " 5.00 " " 15 " "
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1.00 p.m. " 5.00 " " 15 " "
5.00 " " 6.00 " " 15 " "
6.00 " " 7.00 " " 10 " "
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Hongkong, 1st April, 1913. [a528]

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Steamer Fares:—Single \$40; return (available for 3 months), \$64.

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The Floating Sheds, capable of lifting 40 ton weight.

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[a819]

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Perfect Sanitation.
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[a26]

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H. HAYNES,
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Hongkong, 2nd August, 1912. [a53]

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ENTIRELY UNDER EUROPEAN MANAGEMENT.

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Fifteen Minutes from Principal Landing
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Hongkong, 1st January, 1913. [a46]

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Fine View of the Harbour.
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Hongkong, 4th December, 1907. [a34]

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TELEPHONE 1219.
Hongkong, 16th April, 1913. [a284]

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C.—WATSON'S ABERLOUR, GLENLIVET (Peat Whisky)	19.50	1.65
THORNE'S OLD V.A.T. No. 4, as supplied to the House of Commons	21.00	1.80
E.—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY	22.50	1.90
"KILTY" LIQUEUR WHISKY, Great Age, Very Fine	38.00	3.25
V.R.O. WHISKY	22.00	1.85
THORNE'S OLD HIGHLAND MALT	23.50	2.00
WATSON'S O. B. G.	23.50	2.00

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NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PANGE. Codes: A.B.C. 6th Ed. Lieber. P.O. Box, 51. Telephone No. 12.

MARRIAGE.

SPARKE-EDMONDSON.—On April 15, at Shanghai, NORMAN LUSH SPARKE, to JANET EDMONDSON, daughter of the late DAVID BRAND and Mrs. BRAND, of Shanghai.

DEATH.

KINDLE.—On April 17, at Shanghai, AXEL EDWARD KINDLE, Assistant, Chinese Customs, aged 37 years.

HONGKONG OFFICE: 10A, DES VEXE ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 22ND, 1913.

It will be noted with satisfaction that the Hongkong General Chamber of Commerce has recently been in communication with the Government regarding the persistent irregularity of the mails from Europe dispatched via Siberia. We have ourselves called attention to the subject on many occasions. Complaint is not confined to Hongkong, but is voiced in every port north of the Colony. The Japanese Postal Administration appears to have made many representations to London and St. Petersburg, but no improvement has been effected. Mails continue to reach the East with exasperating irregularity. While they are sometimes in the Colony in seventeen or eighteen days from the date of their dispatch from London—as they should do invariably—it not infrequently happens now that mails take as long coming via Siberia as via Suez. A case of this kind happened only last week, when mails dispatched from London on March 19th via Siberia and mails dispatched from Berlin on March 19th via Suez arrived in the Colony on the same day. The Chamber of Commerce suggests that a possible explanation of the general irregularity is that the Post Office authorities ignore the existence of special express

trains such as the International Wagon Lite and the Russian State trains, and that certain mails catch slow trains which are side-tracked to permit of the passing of the express. We do not think this suggestion quite accurately represents the position. So far as the limited accommodation for mails on the Wagon Lite and Russian State trains allow, the Russian postal authorities take the fullest advantage of it. None of these fast trains come to Eastern Siberia without mails. It has seemed to us—and we think this will be found to be the real explanation of the whole matter—that the mail traffic across Siberia has outgrown the facilities that at present exist for its rapid transit. This general irregularity of which so much complaint has been heard during the past twelve months dates from the time that all letters outward were dispatched by the Siberian route, whether marked "via Siberia" or not. We notice that the Postmaster-General recently stated that the estimated weights of mails annually exchanged between the United Kingdom on the one hand and China and Japan on the other, via Siberia, were 261,000 lbs. of letters and 88,000 lbs. of other correspondence, while via Suez the figures are 5,000 lbs. and 831,000 lbs. respectively. "Other correspondence" means, of course, newspapers, samples, books, and postal parcels, which are not yet carried from or to England via Siberia. Then it has to be remembered that heavy mails come to the East by the Siberian route from Germany, France and other European countries, and in addition to these foreign mails there must be a heavy traffic in Russian local mails deliverable at all points along the line of route. The entire responsibility for the irregularity of the mails unquestionably rests with the Russian authorities, who should be induced either to put on more fast trains or to afford greater accommodation for mails on the existing trains. Similar complaints are made regarding the delivery of Homeward mails from the East; but the irregularity is probably not so great at that end as at this, for the reason that there is less likelihood of the mails for Europe being shut out at Vladivostok or Harbin, by heavy local traffic, than is the case, presumably, with outward mails reaching Moscow from European points. Until the whole Railway authorities to run more express trains, the only hope of improvement would seem to be in the success of an effort being made to induce the Russian authorities to give priority to the dispatch of mails to Eastern Siberia, China and Japan, by the express trains, sending all mails for points West of Harbin by the slower trains. Looking at the matter from the Russian point of view, however, we cannot but expect the Russian authorities to regard it as of equal importance to their own nationals in Siberia to have a rapid service of mails, as it is to foreign residents in the Far East. It is, at least, satisfactory to know that the matter has been taken up by the Hongkong Government and the General Post Office in London, and we can only hope that their representations, united to those made by Japan and other interested countries, will result in some determined effort being made by the Russian authorities to improve the mail service to the Far East.

Mr. J. Forbes Caie has been appointed secretary of the Shanghai Cricket Club.

The Customs authorities at Nanking burned thirty cetties of confiscated opium last week.

There were only three cases of plague reported in the Colony last week. These bring up the total for the year to 28, of which 25 have proved fatal.

The professional bookmaker is to be suppressed in the Straits Settlements. A new Ordinance which has this for its object comes into force on January 1st, 1914.

A consular telegram states that the main object of the recent Hankow conspiracy was the establishment of a strong Anhui-Kiangsu administration under Huang Hsing.

Major-General Anderson, Commander-in-Chief of His Majesty's Forces in South China, is now in Shanghai for the purpose of making his annual inspection of the Shanghai Volunteer Corps.

The Chinese Government is reported to be endeavouring to conclude, if possible, the loan with the Five-Power Syndicate before both Houses of the Parliament meet in ordinary session. The Kuomintang, however, is emphatically resisting this intention.

A European has reported to the Police that he lost a \$50 note at the Gymkhana on Saturday. It was taken from his pocket by a thief while in a crowd at a paying out booth.

The Royal Arthur left yesterday afternoon with time-expired men for Home. As they passed the Tamar and the Dockyard the men on board cheered, answering cheers coming from the men left behind.

The Hankow Spring races take place on April 28th, 29th and 30th. Thirty-two stables are taking part, and fifty-three ponies, comprising thirty-nine griffins and fourteen old ponies, will run. Total entry fees amount to \$2,264, which is the record by \$15.

Attempts were made at Shanghai last week to raise the U.S. transport *Liscum*, which sank at the Old Dock Wharf on August 25th of last year, and though only partially successful the result satisfied the management of the Dock Company that their method of procedure was correct.

Mr. Melbourne yesterday imposed a fine of \$2.50 upon two men for allowing their cattle to stray on a Government plantation. The younger man said that his brother was dumb, and some amusement was created in court when the "dumb" man admitted that he spoke Hakka.

At the Magistracy yesterday a Chinese was charged before Mr. Melbourne with assaulting a woman at Yaumati. The woman, whose face was badly battered, said that the defendant had thrown her down a flight of stairs. Inspector Gerrard said the man was a bully, and lived on women. Defendant was fined \$5 or seven days, and was ordered to pay \$2 compensation. He was further ordered to be bound over.

A provisional committee has been formed in London to collect subscriptions and arrange for the erection of a bronze statue to Sir Frank Swettenham, G.C.M.G., in Kuala Lumpur, to commemorate "the eminent and unique services rendered by that brilliant administrator to the Colony of the Straits Settlements and, more conspicuously, to the Federated Malay States." About \$350 have already been subscribed.

STEAMER AGROUND AT KWONG CHAU WAN.

A. R. Marty and Co. have received a wire reporting that the Company's ship *Hue* is stranded near the entrance to Kwong Chau Wan. The tug *David Gillies* has been despatched to her assistance.

THE LAWN TENNIS TOURNAMENT.

Three matches were played off last night in the lawn tennis tournament promoted by the Hongkong Cricket Club.

The most interesting was the struggle between Major Bowen and A. N. Joseland in the third round of the championship competition. It was a ding dong tussle, running to five sets, and though Joseland reached the semi-final there was only a difference of one game in their totals. Bowen gained the first set by 6-2, but Joseland equalised in the second by similar figures in his favour. Then the officer got away again with a 6-2 verdict, and Joseland replied in the next set with a 6-3 win. In the last set three all was called, then four all, and Bowen secured a lead. One game would have given him the match, but his serve failed and several double faults spoiled his chances. Joseland won the next game, putting the players on a level at five all. The service of both men became faulty, but Joseland recovered, and meeting with success when he went to the net as well as placing cleverly, he ran out winner. The score was 2-6, 6-2, 2-6, 6-3, 7-5.

In the Singles Handicap "B" class D. E. Clerk (owe 3/6) beat A. H. Crook (owes 15) in the third round 3-6, 6-3, 8-1. R. Hancock and R. D. Stewart beat H. A. Nisbet and H. R. Phelps in the second round of the Professional Pairs 6-3, 7-5.

A NEW BRITISH CONSULAR POST.

The Foreign Office has decided to raise the existing post of His Majesty's Vice-Consul at Shanghai to the rank of a full Consul.

The first occupant of the new post will be Mr. Herbert Phillips, His Majesty's Consul at Wuchow, who has been transferred to be His Majesty's Consul at Shanghai as from the 1st instant.

ENGLISH MAILS TO THE FAR EAST.

The Postmaster-General, in a Parliamentary printed reply to Sir Cuthbert Quilter, M.P., stated that the estimated weights of mails annually exchanged between the United Kingdom on the one hand and China and Japan on the other were: via Siberia, 261,000 lbs. of letters and 88,000 lbs. of other correspondence; and via Suez, 5,000 lbs. and 831,000 lbs. respectively. The corresponding figures for the routes via Canada were 17,000 lbs. and 171,000 lbs. In the case of the route via San Francisco the figures were 1,900 lbs. and 54,000 lbs.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

THE BLOCKADERS.

A message from Corfu states that the blockading warships have arrived at Valona just in time to avert a famine. The plight of the inhabitants is increased by their fear of an attack by 25,000 furnished Turkish troops encamped near the town.

GREEK SQUADRON OFF PORT SAID.

A message from Port Said states that a Greek Squadron is cruising off Port Said, apparently with the object of preventing another raid by the *Hamidieh* in the Mediterranean. The Turkish battleship is at present in the Red Sea.

CONFEDERACY BREAKING UP.

According to the accounts published the tension between Bulgaria and Serbia is becoming dangerous and acute.

A Bulgarian diplomat told the *Daily Telegraph's* Vienna correspondent "If Serbia does not evacuate the towns she occupies which belong to us by Treaty we shall send troops to occupy the towns without a declaration of war."

The *Daily Mail's* Belgrade correspondent writes that the existence of a secret Austro-Bulgarian Convention has been revealed through the indiscretion of a subordinate diplomatic official. It provides for the recognition of Austria's special interests in the northern Albanian littoral. Austria promises diplomatic support to Bulgaria's aspirations in Macedonia as far west as Ochrida.

The *Daily Telegraph's* correspondent at Athens states that the utterances of Bulgarian politicians in claiming Salonika are rendering a difficulty of M. Venizelos' task in restraining popular passions.

AMERICAN TARIFF REVISION.

LONDON, April 21st.

A message from Washington states that the Democratic Caucus of the House of Representatives has approved by an overwhelming majority of the Tariff Revision Bill, which removes all tariffs from many articles of food and clothing and reduces the tariffs on all necessities.

The entire Bill as amended in a few minor features was adopted.

Mr. Underwood again introduces the Bill in the House on Monday and it is expected that it will be passed by the 11th May.

IMPENDING MARRIAGE OF EX-KING MANOEL.

LONDON, April 21st.

The Berlin papers announce that a marriage has been arranged between the ex-King Manoel of Portugal and Princess Augusta Victoria Hohenzollern of the older non-reigning branch of the House of Hohenzollern.

MR. PIERPONT MORGAN'S WILL.

LONDON, April 21st.

Mr. Pierpont Morgan's will does not mention the exact amount of the estate. The authorities are of opinion that it may take a year to do so.

THE NANCY AFFAIR.

LONDON, April 21st.

A message from Berlin says that the semi-official organ, *Nord Deutsche*, recognises that the French Government took action in the Nancy affair without delay, and therefore the political aspect is satisfactorily settled, though the question of damages is reserved.

A telegram from Paris says that as the result of an interview between the German Ambassador and M. Pichon on Sunday the Nancy incident is considered politically closed.

AMERICAN FLEET TO CRUISE THE MEDITERRANEAN.

LONDON, April 21st.

According to tidings from Washington, the entire Atlantic Fleet of 21 battleships, including destroyers, will make a three months' cruise in the Mediterranean, beginning in January.

DEATH OF AN M.P.

LONDON, April 21st.

Sir C. D. Rose, Liberal M.P. for Newmarket, has died of heart failure after going up in an aeroplane at Hendon.

[THROUGH REUTER'S AGENCY.]

CALIFORNIAN ALIEN LEGISLATION.

JAPANESE MORE OPTIMISTIC.

LONDON, April 21st.

A message from Tokyo says that the feeling in connection with the Californian Alien Land Bill is more optimistic in view of the telegrams from the Ambassador at Washington that President Wilson was unofficially working, together with the Governor of California, in opposition to the Bill.

GALLANTRY IN HONGKONG HARBOUR.

THE ROYAL HUMANE SOCIETY'S MEDAL AWARDED.

On 7th September, 1912, at 11.15 p.m., A.B. Patrick Delaney, of H.M.S. *Newcastle*, was accompanying a young A.B. named Lenard, of the s.s. *Empress of Japan*, to his ship, when going up the gangway fell into the water striking heavily on the side of the sampan as he fell. It was very dark and there was a strong tide running, but Delaney immediately jumped in after him and with considerable difficulty held him up. They were swept some hundred feet or so from the gangway before the sampan could let go from the ship and get to their assistance. They then were towed back on board, Lenard being stupified and having to be practically carried up the gangway.

There was no doubt that had Delaney not acted with such promptness Lenard would have been carried away and in all probability drowned.

For this act of gallantry A.B. Delaney has been awarded the Royal Humane Society's bronze medal and parchment certificate.

FIRES IN SHANGHAI.

Last Thursday morning a fire broke out in a Chinese house in Szechuan Road, Shanghai, at the back of the Chinese Post Office. For some time the godown of Messrs. Jardine, Matheson & Co. seemed in danger, but the Fire Brigade succeeded in confining the outbreak to two Chinese houses, and in neither case was there a total loss. The buildings were insured for a total sum of £14,000. The godown of Messrs. Jardine, Matheson & Co., which, as already stated, was situated close at hand, is understood to have contained cargo valued at over £15,000, and this remained intact.

On the afternoon of the same day the Fire Brigade were engaged for an hour and a half in dealing with a fire in the West Hongkong district. The fire was of sufficiently large dimensions to call for a number of streams, for not only was it burning on the north side of Kaifeng Road, where a number of shops were alight, but also the south side, where a straw store first blazed up and in turn set fire to a silk flature owned by Mr. Char Lai-fong. The fire had started in the upper storey of one of the houses on the north side of Kaifeng Road. An old woman had been cooking, and some fat flaring up had set the house alight. In alarm, she bolted out of the house, and the flames then spread rapidly, attacking Nos. 44 to 50. All these burnt rapidly, ultimately setting fire to the premises on the other side of the street. Nos. 44 to 49 were gutted, and No. 50 badly damaged, but owing to the flimsy nature of their construction the damage was considerable. It is believed that they were not insured. The damage to the silk flature was comparatively slight.

MAIL FACILITIES AT SHANGHAI.

The Chinese Post Office at Shanghai now calls a mail for Europe via Pukow and Tientsin every Sunday at 9 p.m. in addition to the mail which closes on Thursdays. The mail which is despatched from Shanghai on Sunday nights connects with the train-de-luxe which leaves Tientsin at 1.25 a.m. on Wednesdays. It is also stated that the Chinese Post Office accept for transmission newspapers, printed matter and samples for Europe via Siberia at the union rates plus local postage, and that such articles properly stamped with Chinese postage stamps may be posted at the head and sub-offices as well as in the pillar-boxes.

QUINTUPLE LOAN NEGOTIATIONS.

PROMISING SUGGESTIONS.

When beginning negotiations with the Quintuple Group, last week, the Minister of Finance stated that China was prepared to appoint Sir Richard Darnley as Adviser to the Salt Inspectorate, and M. D. A. Konavaloff Adviser to the Audit Department.

M. Konavaloff is Commissioner of Maritime Customs, and is a linguist of unusual attainments. He was Sir Robert Hart's Secretary in 1900. Subsequently, during the Russian occupation of Newchwang, he was Commissioner there; while there he fulfilled his duties to the entire satisfaction of the Chinese Government. He was the first Chinese Commissioner of Customs at Harbin, where again he safeguarded Chinese interests while maintaining good Russo-Chinese relations. At present he is on furlough at Vladivostok, where he is temporarily assisting the College of Oriental Languages. M. Konavaloff has received the Russian orders of St. Stanislaus and Saint Anne.

SUPREME COURT.

Monday, 21st April.

IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR W. REES DAVIES, K.C.).

ALLEGED ARMED ROBBERY.

After a hearing which lasted all day the charge against Lau Chi Ming of taking part in an armed robbery which was committed in a house in Square Street occupied by four women was found not proved, and the prisoner was discharged. The jury returned with a verdict of four to three in favour of the prisoner, but his Lordship said he could not accept less than a five to two majority, and asked them to reconsider their verdict. They returned shortly afterwards and the foreman intimated that they found by a majority of five to two that prisoner was not guilty.

BEFORE THE PUISSE JUDGE (MR. J. H. KEMP).

THE "CAT" FOR ROBBERS.

Sentence of five years' imprisonment with hard labour was passed upon five Chinese who pleaded guilty to robbery with violence in Victoria in February last. They were also ordered to receive fifteen strokes each with the "cat."

THE ROBBERY AT MR. HO KONG TONG'S. Su Ming was indicted for being concerned with several other men in the robbery with violence which took place at the residence of Mr. Ho Kong Tong. Prisoner pleaded not guilty.

The following jury was empanelled: Messrs. G. Bird, Y. Rumiann, A. E. Alves, F. A. Barradas, F. F. Rosario, C. B. Buyers, and J. Martin.

Mr. P. M. Hodgson, Crown Solicitor, in opening the case for the prosecution, said this was a case of gang robbery which occurred at Seymour Road in one of the residences of Mr. Ho Kong Tong. At that house there lived two ladies, two amahs, and a maid servant. On the night of the 14th February the ladies accompanied by an amah and the maid servant went to the theatre. On returning home in the early hours of the morning they proceeded to their rooms, and were suddenly attacked by four men who gagged and bound them and took away a large quantity of money and jewellery, some of the latter being very valuable. The Crown contended that the man in the dock was one of the four men. Counsel was sorry that the others were not there, but they had not been caught. The evidence he would submit in support of the contention of the Crown was evidence which he had no doubt the jury would accept as true and upon which they would find the man guilty, because he had been identified by each of the four people. Moreover, he was arrested on the same morning at the Ferry Wharf with a large quantity of the jewellery which was claimed by the ladies. But if that were not sufficient, there was the statement made by him in the charge room in which he said that he went with the adopted son of the amah left in charge of the house to commit a robbery, and that the adopted mother opened the door to them. She was to receive two shares of the proceeds of the robbery.

After hearing the evidence, the jury returned a verdict of guilty, and prisoner was sentenced to seven years' hard labour and ordered to receive ten strokes with the "cat."

KIDNAPPING.

A woman charged with kidnapping a child five years old from the Colony pleaded not guilty.

Mr. Hodgson, in outlining the case to the jury, said that the child kidnapped was the nephew of the telephone clerk in the Central Police Station. He was missed on March 1st and on March 5th was seen in charge of the prisoner at the Kowloon Railway Station. She had a ticket for Sheklung.

Evidence was heard, and the jury having returned a verdict of guilty his Lordship passed sentence of five years' imprisonment.

THE SEYMOUR ROAD ROBBERY.

A woman named Chan Tsun, who was employed at Mr. Ho Kong Tong's residence in Seymour Road as an amah, was charged with armed robbery, the offence being committed on the occasion when four men raided the house. She pleaded not guilty.

The following jury was empanelled: Messrs. C. Schuler, C. A. Lopes, G. E. Loo, A. V. Barros, J. F. Millar, A. G. Safford, and J. C. Barretto.

Mr. P. M. Hodgson, who prosecuted, said that it was not necessary for the Crown to prove that the woman actually took any of the property away. He would prove that she took a part in the robbery. The evidence of the Chinese ladies was to the effect that accused, instead of being in her room waiting to be summoned, opened the door to them when they returned from the theatre.

Prisoner was found guilty and sentenced to three years' imprisonment.

THE PRESIDENTIAL ELECTION.

It seems that an effort is being made by the supporters of Yuan Shih Kai's candidature for the Presidency to get the election postponed until the details of the Constitution have been discussed and settled by Parliament.

In that event the Presidential election may not take place for three months.

HONGKONG GENERAL CHAMBER
OF COMMERCE.

QUARANTINE REGULATIONS AT SINGAPORE.

The following correspondence has been forwarded for publication:—
Hongkong, 11th December, 1912.

SIR,—I am directed to forward for the consideration of your Chamber a copy of quarantine rules which it is proposed to institute at Singapore, together with a copy of criticisms made thereon by the Health Officer of the Port and the Harbour Master.

I shall be glad if you will kindly return the copy of the rules when done with.—
I am, etc.,

(Signed) A. M. THOMSON,
Colonial Secretary.
(Reply to Government.)
21st February, 1913.

SIR,—I am directed to reply to your letters of 11th December, 1912, and the 1st instant, No. 5325/1912, on the subject of the proposed quarantine regulations for Singapore.

My Committee recognise that the powers conferred upon Quarantine Authorities must necessarily be wide, but the exercise of these powers should be most judiciously exercised if trade is not to be seriously handicapped to an extent which will effect the prosperity of a port.

I am to lay the following comments before you:—

Rule 8 (2).—Appears capable of becoming a great hardship to shipping and seems unnecessary in the case of a port which possesses a quarantine station as does Singapore.

The Harbour Master's statement that it is the custom to make the voyage last longer than the period of incubation can hardly apply to voyages from Hongkong to Singapore, and he appears to have overlooked Rule 26 wherein the arbitrary period of incubation is stated as from seven to twenty days.

Rule 9 (a).—With the present fumigation facilities it is impossible to fumigate cargo-laden steamers without damage to cargo, but all properly equipped ports possess either the S. C2 process called for by this rule or the C. 82, a process which leaves cargo undamaged.

My Committee understand, however, that a plant of this description will shortly be available in this Colony.

As regards the disinfection of native passengers and the vaccination of deck passengers, in the opinion of those engaged in the Emigration traffic the Chinese will not submit to the treatment. They will ship to Singapore from other ports where the regulations are less stringent, as they have done on more than one occasion in the past.

For example, how will it benefit the health of Singapore if the regulations be not applied to all Coolie traffic ports at one and the same time, and coolies are allowed to arrive from Swatow, Amoy, or Hoihow, at which places plague and other infectious diseases are frequently more rampant and less advertised in Hongkong? And if the regulations are equally applied to all such ports, in the opinion of my Committee the coolie traffic will be seriously restricted and the F.M.S. labour problem will then become acute.

Rule 60/63.—These rules deal with prohibited imports and are customary at most well organized quarantine stations. The U.S. representatives here issue certificates to shippers regarding the origin of goods intended for entry in the U.S.A. and, where necessary, certify that the goods have been properly disinfected. If these rules are adopted, some similar arrangement must be established and there appears to be no reason why things should not be worked smoothly.

I have now dealt with the points raised by the Harbour Master and Health Officer. Other points which have occurred to my Committee are:—

Rule 5 (1).—My Committee suggest that this should be made to read "may use all lawful means of ascertaining the health conditions, etc."

Rule 8.—The provisions of this rule are not sufficiently clear and may lead to confusion. The definition of an "infected" ship does not seem to differ from that of a "suspected" ship, and, as the master of an "infected" ship is required to fly a certain signal entirely different from that to be flown by a "suspected" vessel (Rules 11 and 12) a clearer distinction appears to be necessary in fairness to the Master.

Rule 17/18.—While these rules demand immediate action on the part of the master, they do not provide that similarly prompt action will be forthcoming on the part of the Health Authorities. My Committee consider that shipowners should be protected in this connection.

Rule 23 (12).—My Committee consider that the privilege of working cargo in quarantine should be made more accessible in the case of steamers calling at Singapore for a short stay only, say, not exceeding 24 hours.

Rule 23 (14).—The words "doubtful sanitary state" appear to be too indefinite and may convey an erroneous idea to the Health Officer of the next port. My Committee consider that the Health Officer should state clearly wherein the

vessel has failed to satisfy local requirements.

Rule 38.—My Committee consider that the following words should be added to the regulation:—

"With the exception of such vessels whose cargo consists only of iron, steel, hardware, timber, oil, coal or other minerals, and crockery, including stone-ware."

To be compelled to hand to the H.O. a complete manifest of cargo in every case appears to be useless and unnecessary work.

My Committee do not notice special provisions for steamers calling at Singapore for bunkering purposes only.

As the Schedules referred to in the Regulations were not enclosed, it is impossible for my Committee to decide whether these contain anything of a vexatious nature.

I return the Regulations as requested, and am directed to ask you to be good enough to express my Committee's appreciation of His Excellency the Governor's action in allowing them to express an opinion on the subject.—I have, etc.,

(Signed) E. A. M. WILLIAMS,
Secretary.

IRREGULARITY IN THE ARRIVALS OF THE
SIBERIAN MAILED.

(Letter to Government.)
24th February, 1913.

SIR,—My Committee have been approached with regard to the delay and irregularity in the arrival of the Siberian Mail.

As an example of what is frequently occurring, I take the following extracts from the Post Office notices:—

February 5th:—

The s.s. *Zhenon* is expected to arrive here on Wednesday the 5th inst., with the London mail (via Siberia) of Friday, the 17th January.

The s.s. *Pembroke* is expected to arrive here on Friday, the 7th inst., with the London mails (via Siberia) of Wednesday, the 15th, and Saturday, the 18th January.

February 11th:—

The *Goldenfels* is expected to arrive here to-morrow (Wednesday) with the London mail (via Siberia) of Friday, the 24th ult.

February 12th:—

The *Bulgaria* is expected to arrive here to-morrow (Thursday) with the London mails (via Siberia) of Wednesday, the 22nd, and Saturday, the 25th ult.

February 17th:—

The *Bremen* with the Siberian mail from London of 21st ult. is due to arrive here to-morrow (18th) (5 days later than we receive the mail of the 25th January, sent off 4 days earlier).

It will thus be seen that the mails do not arrive in order of date of despatch. The matter has been the subject of Press comment both here and at Home, and it is suggested that the fault is with London and could probably be rectified by official representations from this end.

The experience of merchants is that the mails from the North of England are much more regular than those from London.

A possible explanation of the general irregularity is that the Post Office authorities ignore the existence of special express trains such as the International Wagon Line and Russian State trains, and certain mails catch slow trains which are side-tracked to permit of the passing of the express.

A further delay occurs in Shanghai as regards the Continental mails, stated to be due to International jealousy, i.e., the German mail must come (if at all possible) even with a little delay by a German ship and French mail by a French ship.

I am also credibly informed that the same irregularity in delivery occurs in the Homebound mail.

My Committee feel assured that if any action on the part of His Excellency the Governor can smooth the path of commerce, such action will be promptly forthcoming.

A copy of this letter has been despatched to the London Chamber of Commerce (Far Eastern Section).—I am, etc.,

(Signed) E. A. M. WILLIAMS,
Secretary.

The Honourable
The Colonial Secretary.

The matter has been taken up by the Government and the G.P.O., London.

FINANCIAL PRIVILEGES IN
CHINA.

In the House of Commons last month:—

Colonel Yate (Melton, Opp.) asked whether the attention of the Secretary for Foreign Affairs had been called to the fact that the United States Government had announced its withdrawal from the Six-Power Chinese loan, and that the American part of the group had also withdrawn; whether the Foreign Secretary was aware that an agreement had been provisionally signed by the representative of a Franco-Belgian syndicate and the representative of the Chinese Government for the establishment of an industrial bank for China having certain valuable privileges and opportunities calculated to place French and Belgian financial and commercial interests in a predominant position in China; and whether in view of these facts the Secretary for Foreign Affairs would take the necessary steps to place British finance in an equal position of freedom to negotiate with China to that now enjoyed by France and Belgium. (Hear, hear.)

Mr. Asquith, who in the absence of Sir E. Grey replied to the question, said:—I have no information in regard to the agreement referred to as having been provisionally signed by representatives of a Franco-Belgian syndicate and of the Chinese Government for the establishment of an industrial bank for China. As to the rest of the question, I would refer to the answer given to the member for Westmeath to-day.

THE PRESIDENTIAL ELECTION IN
CHINA.

The new Chinese Parliament will shortly assemble in Peking, and, if it acts in accordance with previous arrangements, will at once proceed to the election of a President of the Republic. The opening of the Parliament was at first fixed for April 1, but it is now stated until later.

At present Yuan Shih-kai is only provisional President, and he has been governing with the nominal aid of a National Council, which has paid scant heed to its duties. Yuan Shih-kai is the only known candidate for the office of President. If he has any rivals, their names have not been disclosed. To outsiders there appears to be no other Chinese statesman capable of grappling with the existing complicated situation. The general impression is that Yuan will be duly elected, but it is not so certain that he will be able to establish his authority. There are signs in China of a growing cleavage between the north and the south. The southern leaders show an increasing reluctance to yield unqualified obedience to Peking, and are jealous of the power somewhat ineffectively exercised from the capital. The situation has been rendered more complex by the deplorable assassination of Sung Chiao-jen, the ex-Minister of Agriculture, who was shot on Thursday night at the Shanghai railway station, when about to start for Peking.

Political murders have become unpleasantly frequent in China of late, and it is noticeable that other prominent politicians have for some time past been careful to remain in refuges of comparative safety. The murder of Sung Chiao-jen has special importance, because he was regarded as the leader of the "United Nationalists," who are believed to have a considerable majority in the new Parliament. They were expected to use their numbers to curtail the influence of the central authorities, and to exalt the position of the provincial Governors and Assemblies. Their object is, in short, to exact obedience from the President and his advisers, instead of endorsing his desires. Whether the loss of their leader will intimidate the United Nationalists remains an open question.

Amid the tangle of Chinese politics, the issue thus presented is tolerably clear. The southern provinces are suspicious of the intentions of Peking, and are desirous of safeguarding themselves by insisting on the adoption of strictly constitutional forms of government. Their aims would seem commendable, were it not equally plain that the ultimate desire of those in power in the south is to be in most things a law unto themselves. Their policy would render a cohesive government of China almost impossible. Yuan Shih-kai, on the other hand, rightly perceives that the greatest present need of China is strong centralized control. He is prepared to exercise such control by constitutional means, if that is practicable, but evidently he also feels that the means by which his authority is exerted is not a matter of primary importance. The great thing is to be able to exert it at all. Hence his immediate object is to secure confirmation of his present position as President.

Even after he is elected, Yuan Shih-kai will still have a difficult task. The reports from some of the provinces are very disturbing. The young Republic who is at the head of the province of Kiangsi has recently repudiated the President's orders, and the latest reports show him to be preparing to offer armed resistance if necessary. There has been serious trouble in Shansi, where some of the people are rejecting the Republic. A candid official statement reveals very candidly the widespread appearance of armed banditti in Kuang-tung. Military atrocities are reported from Szechuan and Yunnan. These events need not be taken too gravely, for in China the most depressing situations have a way of suddenly adjusting themselves. Yet their broad effect is to disclose a general weakening of control, and a disposition to flout the Central Government, which will not readily be overcome. China is nominally one Republic; but, unless strong measures are soon taken, we shall see a state of things in which it will seriously resemble a collection of semi-autonomous States. One reassuring factor is that, despite alarmist messages, President Yuan has few external difficulties to face just now. He will have to reconcile himself to the revolt of Tibet and Mongolia, and we do not think he has either the intention or the opportunity to attempt any reversal of recent changes in these regions, which had better be accepted. The reports of warlike preparations aimed at Mongolia have no real foundation. They are assiduously propagated in St. Petersburg, but find no confirmation in despatches from Peking.

The greatest need of Yuan Shih-kai is money. He could probably make his position reasonably secure if he obtained command of sufficient funds. It was inability to obtain money at a critical moment which led to the overthrow of the Manchou dynasty. If Yuan Shih-kai fails now, it will be from a similar reason, and the disappearance of Yuan would leave China in a worse plight than ever.

At the same time, it must be confessed that the problem of loans to China grows less simple every month. On the one hand, the original reasons assigned for loans were sought by the Republic in foreign markets are no longer completely valid. We were told that money was urgently needed for the disarmament of troops; but that was a year ago, and it is now suggested in well-informed quarters that most of the troops then referred to have already been disbanded. On the other hand, China's larger needs are steadily accumulating. Heavy foreign obligations continue to mature, and the Government frankly confesses that it cannot meet them. The huge loan which has been under consideration for so long will not suffice now to restore financial stability. Another great loan would be required next year, and the world of finance is rather alarmed at the prospect. The present reluctance of the Chinese authorities themselves to accept the terms now offered is not a matter which need excite much speculation. Probably their

attitude is largely due to a desire to await the result of the coming Presidential election. But, meanwhile, a fresh perplexity has arisen for the Six-Power Groups which were negotiating the China loan. The United States Government has expressed its unwillingness to give its official support to the loan, and as a consequence the American group has formally notified its withdrawal from the project. Our Washington Correspondent has furnished a modification of the earlier definitions of President Wilson's announcement. He says that President Wilson's real object is to refrain from tying the hands of his Government, so that, if the influence to be acquired under the loan by foreign Governments is excessively used, he may be free to adopt such policy as he thinks desirable. The position taken up by President Wilson is intelligible enough, and we do not seek to question it, but it is necessary to point out that its probable result will be to defer still further the help which China so urgently requires. The original form in which the declaration appeared will lose nothing in the transmission to China, and will be used as an instrument of attack by the enemies of President Yuan. In any case, it must imperil the conclusion of the negotiations, though the defection of the American group need not necessarily bring about the collapse of the scheme. Though it will be gathered from our survey that Chinese affairs are more gloomy than they have been for some time past, the vitality of China's trade still gives hope of better conditions. It is a reflection of the vitality of the Chinese race, which is proof against greater shocks than it has experienced of late.—*The Times*.

THE TERRIBLE "HAMIDIEH."

AUDACIOUS CONDUCT OF A TURKISH WARSHIP.

The reference in recent telegrams to Greek protests against the exploits of the Turkish warship *Hamidieh* gives point to some remarks from the London *Express* Constantinople correspondent, from which it appears that the ship's performances have been giving great satisfaction in the Turkish capital. The *Express* correspondent wrote:—

One hears at the street corners, "If only we had more like her." The meaning of sea power is being brought home to the Turks by the gallant and mysterious adventures of one of the few effective warships in the Turkish service. Battered, storm-beaten, with one boiler out of action and her bow badly damaged, the last news of the *Hamidieh* to reach Constantinople is that she took refuge from a storm near Alexandretta. Her latest adventure was to stop a number of Greek sailing ships and obtain from them valuable information regarding the movements of Greek transports and the navigation and lights of the Greek islands and channels. Since then, with her decks cleared for action, she has once again set out, this time from Smyrna, on another warlike expedition and hopes are high that any hour may bring news of a successful attack on the enemy's transports, or the "capture and ransom" of a town.

DARING CAPTAIN.

Her Captain, Fuad Bey, a young man of twenty-nine, is as resourceful as he is daring. Already he has paralysed the movements of a Serbian division of troops, and has rendered the naval operations of the Greeks a matter of considerable difficulty. But for the *Hamidieh* things would have gone much more easily and smoothly for the enemies of Turkey. Wireless messages have been received from the port of Adalia stating that the warship had started for Smyrna, and from there we learn that she had taken coal from the Khedivial yacht *Mahroussa*. Injured as she is, the young captain sends word that he has held up fifteen Greek vessels, only four of them escaping in the darkness. Rumour says that the wireless telegrams in cypher tell of the hope of the commander of inflicting serious damage on the Greeks "where they least expect it."

The *Hamidieh*, whose first name was *Abdul Hamid*, was built in 1908, and has a crew of only a little more than two hundred men. She carries two 6-in., eight 4-in., and some smaller guns. In November she returned to Constantinople badly damaged by a Bulgarian torpedo—this was when the *Hamidieh* ran the gauntlet of four of the enemy's torpedo vessels, two of which she hurt seriously. She was docked and renovated at a cost of £25,000.

SINKING VESSEL.

It was after this engagement that Fuad Bey gave his remarkable reason why, with a sinking ship, he had set his course straight across the open sea for the Golden Horn. He arrived with his decks eighteen inches above water, and the ship practically sank at the entrance to the dock. He explained that if he had hugged the shore he would not have been sure of his men standing by their stations in an obviously sinking ship when in sight of land. They might have mutinied and insisted on his running ashore. He therefore took the chance of the vessel sinking and kept out at sea.

On February 13 the *Hamidieh* put in at Malta and stayed there for twenty-four hours. This was after she had worried the Allies very considerably in the Mediterranean. According to Greek reports she has been "blown up," "sunk," and "completely disabled" a dozen times. The Turks are calling her the Turkish *Norik*—the little Russian cruiser which caused the Japanese more trouble than almost all the rest of the Russian fleet put together, and finally was dashed to pieces on the bleak Kuriles.

THE MURDER OF MR. SUNG.

The protracted proceedings in the Mixed Court at Shanghai against Lung Wue-shing, who has been described as the head of the Chinese Criminal Investigation Department, for alleged involvement in the murder of Sung Chiao-jen, has been concluded, the Court finding that a substantial case had been made out against the accused. The Court will report to the Consular Body accordingly, and await their instructions.

THE KOREAN CHRISTIAN
"CONSPIRACY."

The following letter appears in *The Times* of the 25th ult.:—

SIR,—It is to be hoped that the Japanese Government will not permit the acquittal on appeal of all but seven of the 105 Korean Christians convicted of conspiring to murder the Governor-General to end the case. The facts revealed during the retrial open up a wider issue. The facts speak for themselves. The *Gendarmes* in Northern Korea became convinced that the Christians there were plotting to overthrow the Government and were receiving the assistance of white missionaries. Spies reported that Christians were urged to be soldiers (soldiers of the Cross), that they were taught how by their faith weak things could overthrow mighty; that they talked of being "strong in the Lord," and so on.

Discovering such damning evidence of treasonable intent, the police began to elaborate details. The travelling pastors of the Churches were really travelling agents of revolution; the local mutual improvement societies were "independence" groups; arms were being extensively and secretly imported under missionary protection. When a party of Christian students and a missionary went to a railway station—at the request of the authorities—to buy and about "Banzai" as the Governor-General passed through, the real intention was to slay him. The whole thing fitted together like a Chinese puzzle.

The police made wholesale arrests of leading Christians, pastors, students, teachers, and business men, and of a few who were not Christians. It was not deemed politic to seize missionaries, although their houses and grounds were searched. No stores of weapons could be found and no tangible proofs of treason. Proof must be found. So the prisoners were tortured until they said "Yes" to what was wanted.

Some prisoners were obstinate. One man died before a confession could be wrung out of him; another was released in such a state that he died immediately afterwards; some stood out for a fortnight or more. But in the end the police secured the statements they desired.

Then the prisoners were brought to trial. The one proof against them was their own confessions. On the first opportunity in open Court all—with one exception—denied these confessions, and told how they had been tortured out of them. Their protests received summary treatment. "You say that you made a false confession. You charge yourself with lying. How then can you ask us to believe you now?" This was the judicial attitude. After a trial that was a scandal 105 men were convicted and were sentenced to long terms of imprisonment.

By this time Europe and America were interested. You, Sir, were good enough to permit me to make a protest and appeal through the columns of *The Times* in the early days of the trial. An appeal was allowed; the rehearing commenced in November and has just concluded, with the result told at the beginning of this letter. The conduct of the appeal was, I am glad to be able to state, everything that could be desired. Judge Suzuki treated the prisoners gently, gave them a fair hearing, drew out their evidence by skilled questions and heard their case fully.

The retrial really centred around the torture charges. Were the confessions of the prisoners genuine or were they obtained by torture? If genuine, their punishment was not a whit too severe. If otherwise—

The descriptions of torture given by the prisoners were very detailed, and were not shaken by cross-examination. Apart from severe beating, the favourite persuasive seems to have been strapping up by the thumbs. One prisoner told how he was hung up, his arms and legs being stretched apart as far as possible. He was then tickled. This sounds Gilbertian! The tickling produced violent convulsions of the stretched body, racking it all over. One Christian pastor refusing to confess, an iron rod was passed through his bound fingers, and his bones were then twisted until he gave in. A new form of torture, to me, was to cover the head with soft paper and to pour water until the paper gradually moulded itself over the nostrils and mouth, almost suffocating the man. While this was proceeding the prisoner was being beaten.

As the victims writhed the police examiners taunted them. "Where is your Jesus now?" they asked. A pastor called Jesus now! "Your God has no power to help you. I am God, I can kill you." The cross-examiner shouted back, "Take the case of Kang Pong-oo."

In explanation of his confessions he said he had been tortured; he was hung up naked and beaten with a bamboo and a leather whip. In cell No. 12 he could hear the bitter soliloquies of the next man, who complained that he had been tortured, his voice growing fainter till he died. Prisoner feared that he might be killed too; and next time they hung him up he made a sign of assent, being unable to speak. They told him that if he did not confess he would be tortured to death. He remembered the man who had died in the next cell, so he said "Yes" to all their questions.—*Japan Chronicle* report.

Prisoner after prisoner related stories very similar. Many of the most vivid details cannot be reproduced in a journal intended for general reading.

I know that the employment of torture is as bitterly denounced by many Japanese as by ourselves. But what are they going to do about it? It is not a question of compelling the 98 men who last week were released—set free with broken bodies and ruined lives. A much greater issue has to be faced.

Does any responsible Japanese imagine that the permanent pacification of a country can be obtained by such methods? These can be obtained by other means. They were among the most peaceful, law-abiding, and industrious of their countrymen. Properly treated they and their fellows would soon give their loyalty and affection to their Japanese rulers. It is not enough to heap up material benefits on a land, to make roads, lay railways, and build harbours. Justice, freedom from oppression, and peace come first. Japan showed, by the changed methods in the appeal trial of the conspirators, that she could do her best to right a wrong. Will not her rulers do her best to right the wrong of Korean administration?

I am, Sir, your obedient servant,
F. A. MCKENZIE.

73, Clement's Inn, W.C., Easter, 1913.

INTIMATIONS

BABY A SIGHT WITH
SCALP TROUBLE

Spread Rapidly. Pain Was Great. Tried Cuticura Ointment and Soap. In Short Time All Was Well and His Hair Grew Wonderfully.

"When the Cuticura Ointment and Soap did for our son was simply wonderful. Seven weeks after his birth my wife was very ill and had to go to the hospital for some few weeks. Consequently baby was handed over to the care of a person close by. Within a few weeks there appeared a nasty eruption on the top of his head which rapidly spread to his face. We honestly believe the person who had charge of baby did her utmost to cure him, obtaining various ointments for the purpose, but to no good. It became much worse and when my wife took him again he was a sight, poor little fellow, and the pain we could see was great. It spread rapidly to the back of the ears and appeared on the chest."

"Of course we concluded it would necessitate the calling of a doctor, but my wife decided before doing so to try Cuticura Ointment and Soap for a few days. She started without delay cleansing the affected parts with a sponge and Cuticura soap, using warm water very frequently, then well applying the Cuticura Ointment. In a couple of days the change was great, and in a very short time all was well, his hair grew wonderfully, and to look at him now it is hard to credit that he ever had such wounds. We have great cause to be grateful to Cuticura Ointment and Soap." (Signed) Francis Underhill, 84, Elton St., Banstead, Eng., July 17, 1911.

Samples with 32-p. book free from nearest depot: F. Newbery & Son, 27, Charterhouse St., London; E. Town & Co., Sydney, N.S.W.; Temon, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., sole prep., Boston, U. S. A.

96-15

ZEISS PRISM
BINOCULARS

AT HOME PRICES:

16 Power £10.10.0

12 " (new model) £10.10.0

12 " £9.5.0

8 " £8.10.0

6 " (large field) £7.10.0

6 " £6.0.0

6 " (small model) £5.18.0

3 " £5.8.0

To be Obtained from

Chs. J. Gaupp

& Co.,

ALEXANDRA BUILDINGS,

CHATER ROAD.

OUR STUDY OF THE EYE

and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN WE WILL TELL YOU.

CLARK & Co.

SCIENTIFIC OPTICIANS

70, B.L.G.S. CHATER RD.

HONGKONG

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAIRY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

NOTICE.

THE CHINA FIRE INSURANCE CO. LIMITED.

THE CERTIFICATE No. 4297, dated 25th March, 1895, for Ten Shares, Nos. 6785 to 6795, in this Company, standing in the name of Mr. Wei Jie Seng of Hankow, has been LOST and if at the expiration of One Month from the date hereof the above document be not forthcoming another Certificate will be issued by the Company and thereafter no other will be acknowledged.

C. PEMBERTON,
Secretary.

Hongkong, 22nd April, 1913. [631]

TO LET.

1ST and 3rd FLOORS, No. 8, Wood Road, Wanchoi.

Apply—
YEE YUEN,
No. 192, Queen's Road East.
Hongkong, 22nd April, 1913. [603]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:—
Far Eastern News.

Leading Articles:—
Salaries of Civil Servants.
Sir Hiram Maxim and China Missionaries.
Military Training.
The Japanese Treaty and Coast Shipping.
The Recognition of China.
Germany's Trade with China.
California and the Japanese.

Random Reflections.
Hongkong.
The Magistracy.
Alleged Theft of Business Documents.
Brazil's Recognition Celebrated.
Correspondence:—

Education in Hongkong.
Retirement of Chief Inspector Baker.
Burglar Committed for Trial.
Tennis Tournament.
Inter-Club Alley Bowling.
Annual Volunteer Inspection.
Official Appointments.
Anglo-French Amities at Shanghai.
British Trade at Vladivostok.
Uncertainty in Peking.
Dismaying the Moslems.
Threats of Assassination.
The Mongolian and Tibetan Problem.
Defects of the Republic.
The Peking Parliament.
The Hu-Kuang Railway Project.
Disorders in the North.
The Anti-Opium Campaign.
Reorganisation of the Salt Administration.
Interview with General Li.
Another Korean Plot.
The Opening of China's Parliament.
Chinese Embroidery.
North-German Lloyd and Mail Subsidies.
The Recent Boycott in Manila.
Journalism in Peking.
The East Asiatic Company.
Missions to Seamen.
The Commerce of Tea.
Extra-Territoriality in Chosen.
The United States and the Sugar Duty.
The U.S. Tariff Bill and Philippine Industries.

The German Consulate at Hongkong.
New Liner for Nippon Yusen Kaisha.
Civil Service Estimates.
How Trouble is Fomented.
The Chinese Reorganization Loan.
Hongkong Horticultural Society.
A Solicitor and a Policeman's Duty.
Hongkong Legislative Council.
Shamoon Municipal Council.
Interesting Rating Appeal.
Big Opium Seizure at Manila.
The Recognition of China by Foreign Powers.
Supreme Court.
The Recent Cocaine Case.
Telegrams.
The "Tai On" Piracy.
New Undertakings by South Manchurian Ry. Co.
Hongkong Gymkhana Club.
Victoria Recreation Club Annual Sports.
Interport Public Service Shoot.
Lawn Tennis Tournament.
The President and Opium.
Wedding at the Cathedral.
Disasters Fires.
Company Meetings:—
Union Insurance Society of Canton, Ltd.
China Traders Insurance Co.
Company Reports:—
Green Island Cement Co., Ltd.
The Yangtze Insurance Association, Ltd.
China's Parliament.
Reliefs for China Station.
The Yen-Chow Floods Relief Fund, Swatow.
Eastern Trade Routes.
Commercial.
Shipping.

Extra copies 30 cents each, Cash.
Copies can be posted from this Office to addresses sent; including postage, 24 cents each.
\$1 Cash for three copies.
Subscription: \$12 per annum, payable in advance; postage \$2.
Hongkong, 22nd April, 1913.

NEW ADVERTISEMENTS

INSTITUTION OF ENGINEERS AND SHIPBUILDERS, HONGKONG.

A Paper will be read by Engineer Commander G. W. ROOME, R.N. (Member), on FRIDAY, 25th April, 1913, in the Institute at 9.15 P.M.
Subject: "The Diesel Engine."
Members and their Friends are invited to attend.

R. B. WOOD,
Secretary.

Hongkong, 22nd April, 1913.

SWEDISH EAST ASIATIC CO. LTD.,
GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"PEKING,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd April will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th April, at 9.30 A.M.

All Claims must reach us before the 30th April, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

ARTHUR NILSSON & Co.,
Agents.

Hongkong, 21st April, 1913. [40]

PUBLIC COMPANIES

GREEN ISLAND CEMENT CO., LTD.

THE TWENTY-FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Office of the Company, St. George's Building, Victoria, Hongkong, on SATURDAY, the 26th day of APRIL, 1913, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1912.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 25th April, both days inclusive.

BY ORDER OF THE BOARD OF DIRECTORS.

Hongkong, 17th April, 1913. [586]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-FOURTH ORDINARY GENERAL MEETING OF THE SHAREHOLDERS will be held at the Company's Office, St. George's Building, on SATURDAY, the 3rd May, 1913, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 28th February, 1913, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th April to the 3rd May, 1913, both days inclusive.

By Order of the Board of Directors.

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 16th April, 1913. [581]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FINAL DIVIDEND OF TWENTY DOLLARS per Share for the year 1912 and an INTERIM DIVIDEND OF THIRTY DOLLARS per Share for the year 1913 will be Payable on WEDNESDAY, the 16th instant.

Warrants may be had on application at the Office of the Society on an after that date.

By Order of the Board.

C. MONTAGUE EDE,
Secretary.

Hongkong, 17th April, 1913. [582]

THE HONGKONG AND SOUTH CHINA STEAM FISHERIES CO., LTD.

NOTICE IS HEREBY GIVEN that a Final Call of \$3.00 per Share has been made on the Share Capital of the Company, and that same is Payable to the Company's Bankers (THE HONGKONG AND SHANGHAI BANKING CORPORATION, Hongkong), on or before 15th May, 1913.

BRADLEY & Co., Ltd.,
General Managers.

Hongkong, 3rd April, 1913. [594]

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

REPORTING of any Description Under-
taken by Competent and Reliable Note-
Takers.
Correspondence and Tabulated Work turned out with Accuracy and despatch.
Contracts arranged. Secretarial duties undertaken.

H. E. VICTOR,
Manager.

10, Queen's Road Central,
(First Floor).

Telephone No. 650.
Hongkong, 3rd March, 1913. [397]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

45

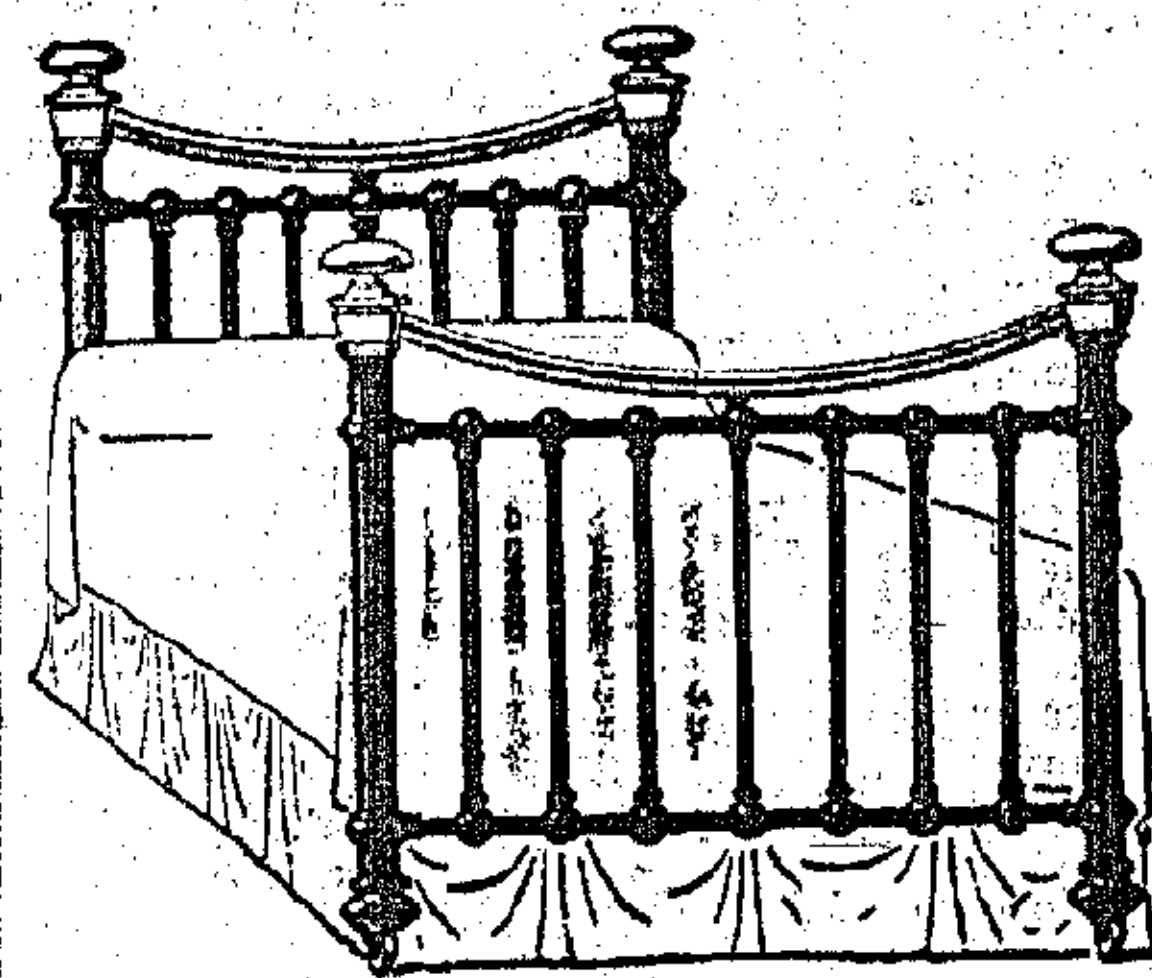
INTIMATIONS

LANE,
CRAWFORD & Co.

TELEPHONE 97.

NOW SHOWING

FRENCH BEDSTEADS



THIS PATTERN
BLACK AND BRASS
WITH 2 INCH PILLARS

SIZE

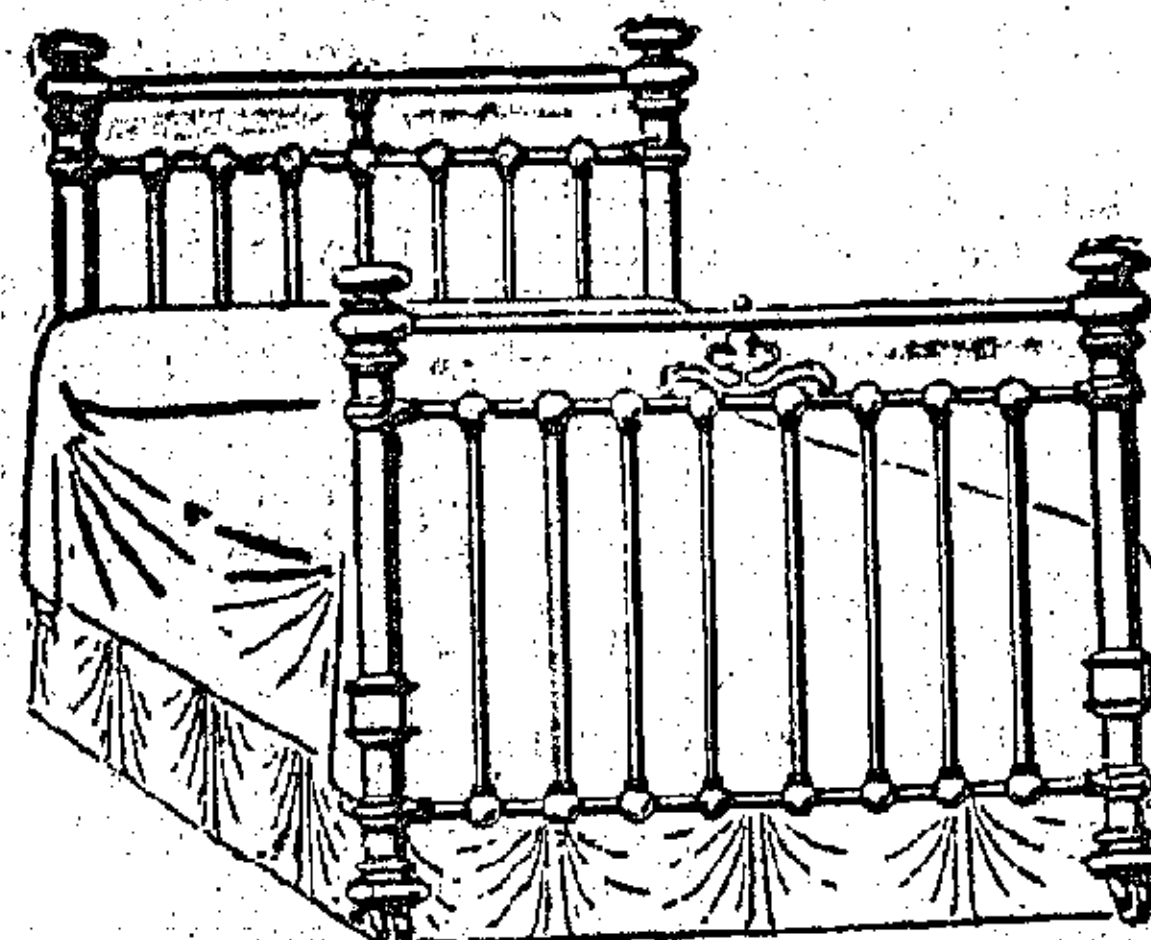
5 ft. by 6 ft. 6 in.

\$60.00

THIS PATTERN
WHITE AND BRASS
WITH 1 1/2 INCH PILLARS

SAME SIZE

\$50.00



LANE, CRAWFORD & Co.

[46]

YOST

TYPEWRITERS

LATEST MODEL No. 20.

VISIBLE Writing. Standard Key Board, with Frictions, suitable for Merchants, Engineers, Bankers, Brokers, etc.

The same Model with French Key-Board, also Brief Model for Lawyers and Accountants.

Special Monthly Terms if desired.

MacEWEN, FRICKEL & Co.,

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

4, DES VŒUX ROAD, HONGKONG. SHAMKIN, CANTON.

[392-1]

INTIMATIONS

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT begs to renew her APPEAL to the Ladies and Gentlemen of Hongkong for the usual GIFTS OF CAST-OFF GARMENTS and WORN-OUT CLOTHES to the Convent. Of late, there has been an appreciable falling-off in the periodical collections of old and second-hand Materials received at the Convent. The Superioress feels confident that she has but to urge the pressing and daily increasing needs of the Convent in its provision for the poor, to receive benevolent responses from local residents. The change of Season calls for change of Garments for the Orphan Children. If residents will kindly realize the great help they can render by sending such of their Dress Materials as are no longer any use to them, the Little Children will be suitably provided with Clothes they are so much in need of.

ITALIAN CONVENT,
Hongkong, 18th April, 1913. [592]

CHEESE

WE beg to inform our Customers that we have received a New Shipment

of our well-known CANADIAN STILTON

CHEESE.

THE DAIRY FARM CO., LTD.

28

JUST ARRIVED.

AMERICA'S LEADING

W.B. CORSET,

GREAT DEMAND FOR LONG WAIST
ERECT FORM AND NUFORM.

HOOSAIN-ALI & Co.,

14, Queen's Road Central
Corner of Zetland Street.
Hongkong, 14th April, 1913. [45]

WANTED

WANTED.

CAPABLE STENOGRAPHER and
TYPIST.
Apply to—
Care of "Daily Press" Office.
Hongkong, 21st April, 1913. [595]

WANTED.

COMPRADORE Wanted, by a Mercantile
Firm; a Good Man with Knowledge of
Hongkong Import Business. State experience
and what Security.
Apply to—
Care of "Daily Press" Office.
Hongkong, 21st April, 1913. [596]

WANTED.

IMMEDIATELY—an EXPERIENCED
STENOGRAPHER and TYPIST.
Male or Female.
Apply to—
Care of "Daily Press" Office.
Hongkong, 18th April, 1913. [593]

GRACA & CO.

PRINTER & (Hongkong Hotel Building)

Dealers in:

POSTAGE STAMPS, PICTORIAL

POST CARDS, CIGARS, BOOKS,

TOYS, &c.

Just Received

FRESH SUPPLY OF

VEGETABLE SEEDS.

[599]

ON SALE

AT THE

HONGKONG DAILY PRESS

OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route

from CANTON to WUCHOW.

Hongkong, 5th April, 1913.

BANKS

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL ... \$16,000,000

RESERVE FUND ... \$1,500,000

STAMPS ... \$17,200,000

RESERVE LIABILITY OF PROP'ORS \$15,000,000

COURT OF DIRECTORS.

Hon. Mr. C. H. ROSS—Chairman.

S. H. DOWNELL, Esq.—Deputy Chairman.

G. F. FRIEDLAND, Esq.

C. S. GUBBAY, Esq.

P. H. HOLYOAK, Esq.

G. R. LAURENS, Esq.

F. LIOB, Esq.

W. L. PATTERSON, Esq.

J. A. PLUMMER, Esq.

Hon. Mr. E. SHALLIM.

H. A. SLOAN, Esq.

CHIEF MANAGER:

Hongkong—N. J. STABB

MANAGER:

Shanghai—A. G. STEPHEN.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER

BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per

cent per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABB,
Chief Manager.

Hongkong, 10th April, 1913. [18]

THE SPECIE BANK

LIMITED.

AUTHORIZED CAPITAL ... Yen 40,000,000

PAID-UP CAPITAL ... Yen 30,000,000

RESERVE FUND ... Yen 10,000,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at:

Antrung-Haien

Calcutta

Canton

Changhai

Dairen (Dain)

Hankow (Hakden)

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ENTERTAINMENT

BIJOU

9.15 P.M.—PROGRAMME—9.15 P.M.

CAPTAIN KATE

STIRRING AMERICAN (A.B.) SENSATIONAL

TRAMA.

A DIPLOMATIC LOVE (Comie).

AT THE FRONT, BY PRINCE

TWO LITTLE SCAPE-GRACES

LOVE LAUGHS AT LOCKSMITHS.

NEWS OF THE WORLD

(PATHE GAZETTE).

MISS VIOLET BONETTA

(a) "My Kiddish Boy"

E. A. HEWETT,
 Superintendent.
 Hongkong, 20th April, 1913.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR SAVATIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DEVANHA," Captain W. R. Hickey, carrying His Majesty's Mail, will be despatched from this for BOMBAY, on SATURDAY, the 26th April, 1913, at Noon, taking Passengers and Cargo for the above Port in connection with the Co.'s "MAISON," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk, Valuable, and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, either Cargo for London, or will be conveyed via Bombay in the "Pansia," due in London on the 6th June, 1913.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 14th April, 1913.

THE "INDRA" LINE, LIMITED.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"INDRANI," Captain Fisher, will be despatched as above on TUESDAY, the 29th April. This Steamer has superior accommodation for a limited number of Saloon Passengers at moderate rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 19th April, 1913.

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "GHAEZE" ... On 9th May

For Freight and further information, apply to DODWELL & Co., Ltd., Agents.

Hongkong, 19th April, 1913.

CHINA COAST METEOROLOGICAL REGISTER.

21ST APRIL, 1913, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Ylootook	7a.	30.08	40	100	NNE	0	f
Nenuro	6a.	29.85	38	100	SSE	1	f
Hakodate	"	29.99	—	—	NW	1	1
Tokio	"	30.01	—	—	NW	1	1
Kochi	"	29.99	—	—	SW	1	1
Nagasaki	"	29.99	—	—	—	0	0
Yokohama	"	29.98	—	—	—	0	0
Osaka	"	29.99	—	—	—	0	0
Naha	"	29.97	—	—	—	0	1
Shanghai	"	29.95	—	—	ENE	1	0
Peik. Is.	"	30.12	—	—	—	1	0
Chfoo	"	—	—	—	—	—	—
Wethaiwei	"	30.05	47	85	SE	3	b
Hankow	"	—	—	—	—	—	—
Iehang	"	—	—	—	—	—	—
Kiakiang	"	—	—	—	—	—	—
Changhaa	"	29.91	51	—	SE	3	rm
Shanghai	"	29.88	53	—	SE	4	f
Gutaini	7a.	29.95	63	—	N	1	dh
Sharp Peak	6a.	29.96	67	84	ENE	1	0
Amoy	"	29.94	68	90	N	1	0
Swatow	"	29.94	—	—	S	2	0
Takoo	5a.	29.94	—	—	—	2	0
Taiho	"	29.95	—	—	NE	2	0
Taiwan	"	29.96	—	—	NE	2	0
Kebu	"	29.95	—	—	NE	2	0
Pescadores	"	29.92	—	—	NE	2	0
Canton	9a.	29.89	73	85	SE	3	0
Hongkong	6a.	29.89	69	92	E	3	0
Gap Rock	"	29.86	—	—	ENE	1	dh
Macao	"	29.86	85	—	E	4	0
Wuchow	9a.	29.85	73	—	E	—	—
Hohow	"	—	—	—	—	—	—
Fakohi	"	—	—	—	—	—	—
Phuilen	6a.	29.69	72	—	SE	4	dh
Tienan	"	29.77	79	—	SSW	2	f
Guerr	"	29.88	77	—	—	0	0
Swari	"	29.93	75	—	SW	1	b
Manila	"	29.94	75	—	—	1	0
Legun	"	29.92	79	—	NNE	1	b
Bacolod	9a.	29.95	85	—	NW	2	b
Ilio	"	—	—	—	NW	3	0
Cebu	"	29.94	84	—	E	3	0
Labuan	"	—	—	—	—	—	—

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

MONGOLIA 27,000 tons, twin screws.	COMFORT.	From HONGKONG calling at SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONO-
MANCHURIA 27,000 tons, twin screws.	SAFETY.	LULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.
KOREA 18,000 tons, twin screws.	SPEED.	
SIBERIA 18,000 tons, twin screws.		
NILE ... 11,000 tons.		
CHINA ... 10,200 tons.		
PERIA ... 9,000 tons.		

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but \$120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE First Class accommodations are provided for \$54 to London (return ticket \$90.10s.) and to San Francisco \$35. SPECIAL RATES for Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting	TUESDAY, 22nd April, at 1 P.M.
KOREA	18,000	...	TUESDAY, 6th May, at 1 P.M.
SIBERIA	18,000	...	TUESDAY, 13th May, at 3 P.M.
CHINA	10,200	...	TUESDAY, 20th May, at 1 P.M.
MANCHURIA	27,000	...	TUESDAY, 3rd June, at 3 P.M.
NILE	11,000	...	TUESDAY, 10th June, at 1 P.M.
MONGOLIA	27,000	...	TUESDAY, 1st July, at 3 P.M.
CHINA	10,200	...	TUESDAY, 8th July, at 1 P.M.
PERIA	9,000	...	TUESDAY, 15th July, at 3 P.M.

Passengers holding through Tickets have the privilege of travelling by Train between Korea and YOKOHAMA Free of Charge.

HONGKONG-MANILA SERVICE.

FROM HONGKONG.	ARRIVE MANILA.	FROM MANILA.	DUKE HONGKONG.
13th May ... CHINA ... 15th May.	3rd May ... CHINA ... 5th May.	11th May ... MANCHURIA ... 13th May.	21st July ... CHINA ... 21st July.
3rd June ... NILE ... 5th June.	21st May ... PERIA ... 23rd May.	19th July ... CHINA ... 21st July.	
1st July ... PERIA ... 31st July.			
29th July ... CHINA ... 31st July.			

LET US PLAN AN ITINERARY FOR YOU.

Korea's BUILDING (opposite Blake Pier). Telephone No. 141.
FRED J. HALTON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

FOR MARSEILLES, VIA PORTS ... { ERNEST SIMONS ... } On 22nd Apr., at 1 P.M.
TRANSHIPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.
For further particulars apply to
P. THOMAS, AGENT,
QUEEN'S BUILDING.

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM
HONGKONG

TO
VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From HONGKONG: 26th April. Connecting with "ELLERIC" 14th May.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. "DUNERIO" June.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD.

A PCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "THONGWA" 6,298 tons, Captain O. M. Robins, will be despatched to SHANGHAI, KOBE & MOJI, on 1st May.
S.S. "TOBILIA" 5,205 tons, Capt. C. J. Swanson, R.N.R., will be despatched for YOKOHAMA, KOBE and MOJI on 8th May.

WESTWARD.

S.S. "ARRATOON APOAR" 4,450 tons, Capt. W. Walker, will be despatched for SINGAPORE, PENANG and CALCUTTA on 7th May.
S.S. "JELUNGA" 5,805 tons, Captain Sullivan, will be despatched as above on 12th May.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
Hongkong, 22nd April, 1913.

HONGKONG. CANTON. MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 22nd APRIL, 1913.
8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN."

WEDNESDAY, 23rd APRIL, 1913.
8 a.m. "HONAM."
10 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 27th APRIL, 1913.

The Company's Steamship
"SUI AN"
Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "RAINAM," 593 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANDU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILING.

For Freight and Further Particulars, apply to
Telephone No. 171.
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

SAN FRANCISCO

SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. "TUNYO MARU," ... 22,000 tons.

S.S. "CHIYO MARU," ... 22,000 tons.

S.S. "SHIYO MARU," ... 22,000 tons.

AND
S.S. "NIPPON MARU," ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago, via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourist's Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Festive River Canyon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 425.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

75, MAIN STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 15th May at 5 P.M.

Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor, Stewardess, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), 250 1st, 236 2nd, 219 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ AND PORT SAID.

S.S. "CHINA," 11,800 tons, will leave as above about 1st May.

These Steamers are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London BY SIMPLON EXPRESS: Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £23.15, II £20.15.

BY ST. GOTTHARD EXPRESS: Via Venice, Milan, St. Gotthard, Lucerne, Bâle, Lyon, Calais or Boulogne, Class I £28.15, II £25.15.

BY GERMANY EXPRESS: Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £21.11, II £20.9.

BY TAVERN EXPRESS: Via Munich, Cologne, Hook or Flushing, Class I £27.18, II £25.18.

TO SHANGHAI
S.S. "BOHEMIA," 7,900 tons, will leave as above on 28th April, at 7 P.M.

FARES: Hongkong-Shanghai, 26 1st, 24 2nd, 22 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "PERIA," 12,500 tons, will leave as above about 5th May.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.
SANDER, WIEBER & Co., Agents,
Hongkong, 15th April, 1913.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Noon, SATURDAY	Steamer	SATURDAY	FRIDAY
DEVANHA	April 26	MACEDONIA	May 24	May 30
CHINA	May 10	MALWA	June 7	June 13
DELTA	May 24	MOOLTAN	June 22	SATURDAY
ASSAYE	June 7	MOOREA	July 6	June 28
ARODIA	June 21	MARMORA	July 20	July 12
DEVANHA	July 5	MEDINA	Aug. 3	Aug. 9
CHINA	July 19	MOLDAVIA	Aug. 17	Aug. 23
ASSAYE	August 2	MALWA	Aug. 31	Sept. 6
DELTA	August 16	MONGOLIA	Sept. 14	Sept. 20

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE, £105.14 RETURN.

2nd " " £48.10 " " £72.12 " "

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSIT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave	Due	Due
HONGKONG	MARSEILLES	LONDON	About
Steamer	About	About	About
NORE	April 30	June 5	June 13
NILE	May 14	June 17	June 27
PALAWAN	May 28	July 2	July 11
SUMATRA	June 11	July 16	July 26
YUBIA	June 25	July 31	Aug. 10
SUNDA	July 9	Aug. 15	Aug. 24
SARDINIA	July 23	Aug. 29	Sept. 7
SIMLA	August 6	Sept. 12	Sept. 21
NAMUR	August 20	Sept. 25	Oct. 4

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:
1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd " " £38.10 " " £57.4 " "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	IYO MARU Capt. Hirano	12,500	WEDNESDAY, 22nd April, at 11 P.M.
	HIRANO MARU Capt. H. Fraser	16,000	WEDNESDAY, 7th May, at Daylight
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	YOKOHAMA MARU Capt. S. Wada	12,500	TUESDAY, 22nd April, at Noon
	SANUKI MARU Capt. Richards	12,500	SATURDAY, 17th May, from Kobe
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	INABA MARU Capt. Tominga	12,500	WEDNESDAY, 7th May, at Noon
	NIKKO MARU Capt. Yagi	9,600	WEDNESDAY, 4th June, at Noon
CALCUTTA via SINGAPORE, PENANG & BANGKOK	TOSA MARU Capt. T. Sato	12,000	SATURDAY, 3rd May
BOMBAY via SINGAPORE and COLOMBO	KAWACHI MARU Capt. Christiansen	12,500	MONDAY, 28th April
KOBE and YOKOHAMA	KAMO MARU Capt. Sommer	16,000	THURSDAY, 24th April, at 11 a.m.
MOJI, KOBE & YOKOHAMA	KIRIN MARU Capt. M. Deguchi	6,000	MONDAY, 28th April
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU Capt. M. Winkler	9,600	WEDNESDAY, 7th May, at Noon
SHANGHAI, MOJI and KOBE	SHIYO MARU Capt. Okuma	12,500	TUESDAY, 29th April

§ Fitted with New System of Wireless Telegraphy.

† Cargo only

1913 PASSENGER SEASON 1913

FOR EUROPE.

STEAMER	TONS DISPLACEMENT	LEAVING HONGKONG
IYO MARU	12,500	23rd April
HIRANO	16,000	7th May
TANGO	13,500	21st May
KAMO	16,000	4th June

FOR AMERICA.

STEAMER	TONS DISPLACEMENT	LEAVING HONGKONG
YOKOHAMA MARU	12,500	22nd April
SHIDZUOKA	12,500	20th May
TAMBA	12,500	3rd June
AWA	12,500	17th June

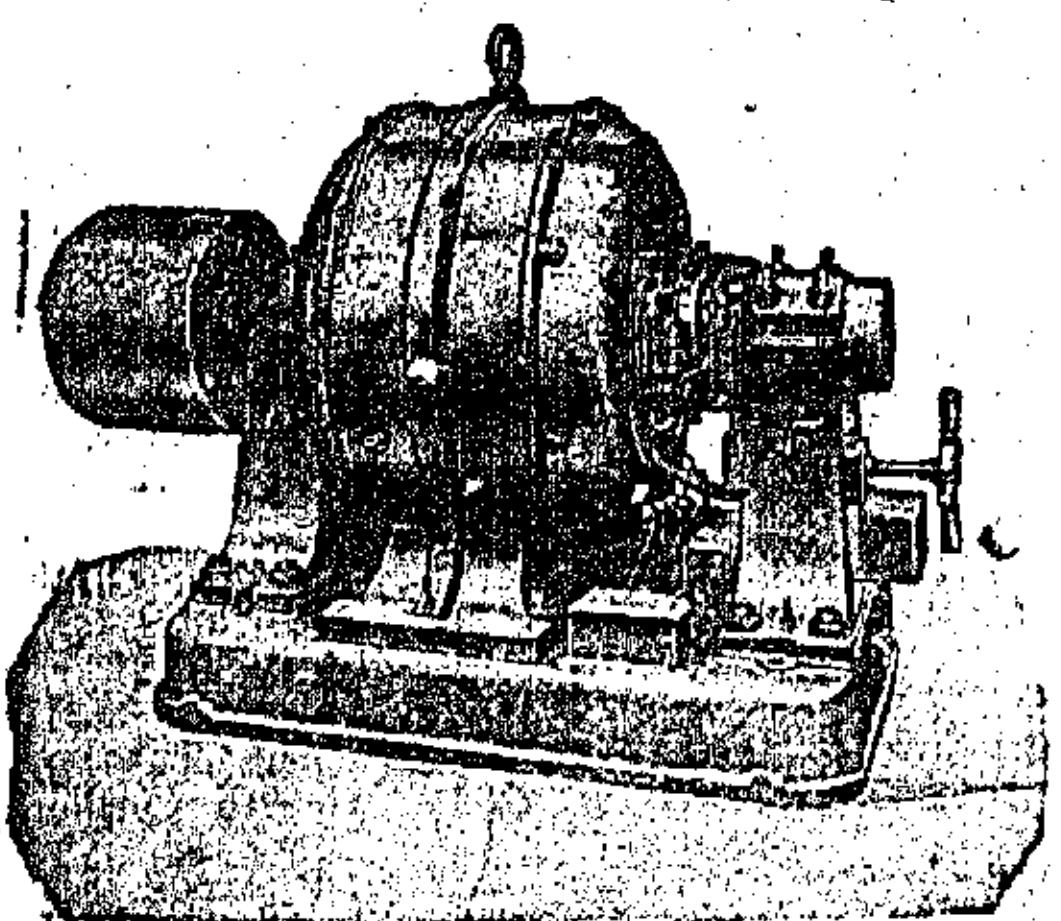
For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER

Telephone Nos. 292 and 1241.

11-12-15

HUGO C. A. FROMM.



ELEKTREIZITÄTS
ACTINGESSELLSCHAFT
Titan
BERGERHOF
RHL.
ELECTRIC MOTORS,
DYNAMOS,
VENTILATORS,
AND ALL KINDS OF
ELECTRICAL GOODS.

Hongkong, 21st April, 1913.

[44-6]

JOS. PANNES & CO.,

KREFELD.

MERCERISED COTTON-YARN,
ARTIFICIAL SILK.

Hongkong, 21st April, 1913.

[44-10]

SILK RIBBONS

AND

COMMON RIBBONS

in all sizes and designs are exhibited in my Sample-Showrooms!

PET. WILH. KROMMES,
ELBERFELD.

Hongkong, 21st April, 1913.

[44-11]

NOTICE POST OFFICE

The *Shingo Maru*, with the American Mail, is expected to arrive here to-day, at 10 a.m.The *China*, with the English Mail, left Singapore on Saturday, the 18th inst., at 8 a.m., and is expected to arrive here to-morrow, at 2 p.m. This packet brings the parcel mails closed in London for despatch by the all-sea route on the 19th March, and for despatch overland on the 26th March.

FOR	PER	DATE
Pakhoi and Haiphong	Hanoi	Tuesday, 22nd, 9.00 A.M.
Saigon	Yokohama	Tuesday, 22nd, 9.00 A.M.
Port Bayard	Yokohama	Tuesday, 22nd, 10.00 A.M.
Saigon, Amoy and Foochow	Yokohama	Tuesday, 22nd, 10.00 A.M.
Shanghai, North China, Japan via Moji, Victoria, B.C., and Seattle	Yokohama	Tuesday, 22nd, 10.00 A.M.
Japan via Moji, Victoria and Tacoma	Seattle	Tuesday, 22nd, 11.00 A.M.

SAIGON, STRAITS, CEYLON, ADELAIDE,
WESTERN AUSTRALIA, INDIA, ADELAIDE,
EGYPT AND EUROPE VIA MARELLER'S
(Late Letters 11 to NOON Extra
postage 10 cents)
(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.)

Ernest Simons

SHANGHAI, NORTH CHINA, JAPAN VIA
NAGASAKI, CANADA, HONOLULU, UNITED
STATES, AND SOUTH AMERICA VIA
SAN FRANCISCO
(EUROPE VIA SIBERIA)

Korea

Manila
Philippine Islands
Japan via Yokohama
Straits and Ceylon

Sui Tai

Hyon

Tenz

Fooking

Iyo Maru

Saigon
Straits
Straits, Amoy and Foochow
Ningpo, Shanghai, and North China
Manila
Straits, Ceylon and India via Bombay
SHANGHAI AND NORTH CHINA
(EUROPE VIA SIBERIA)

China

Shanghai and North China
Japan via Nagasaki
Straits, and India via Calcutta
Manila
Shanghai and North China
Shanghai and North China
Straits, Amoy and Foochow
Manila
Haiphong, Pakhoi and Saigon
Batavia, Cheribon, Samarang and Sourabaya
STRAITS, BURMAH, CEYLON, ADELAIDE,
WESTERN AUSTRALIA, INDIA, ADELAIDE,
EGYPT, and EUROPE VIA BRINDISI
(Late Letters 11.00 to NOON. Extra
Postage 10 cents)
(Supplementary mail on board up to the
time fixed for departure of the mail
Extra Postage 10 cents)
(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.)
The Parcel mail will be closed
on Friday, the 25th inst., at 5 p.m.

Lokang

Zammasan Maru

Sui Tai

Chinkua

Ichang

Haitan

Sui Tai

Sigan

Tjikini

Philippine Islands
Manila
Philippine Islands

Loongang

Zafro

SHANGHAI, NORTH CHINA, JAPAN VIA
NAGASAKI, UNITED STATES, SOUTH
AMERICA AND CANADA VIA VANCOUVER
(EUROPE VIA SIBERIA)

Empress of Japan

Shanghai and North China
Shanghai and North China
Straits
Shanghai and North China

Linan

Hansang

Haiman

Nawang

Philippine Islands, STRAITS, BURMAH,
CEYLON, ADELAIDE, WESTERN AUSTRALIA,
INDIA, ADELAIDE, EGYPT, and
EUROPE VIA NAPLES

Ludon

Saigon, Amoy and Foochow
Philippine Islands, Timor, Australia, Tasmania
and New Zealand via Port Darwin
Shanghai, North China, Japan via Nagasaki,
Victoria and Tacoma

Haitang

Eastern

Mexico Maru

Saturday, 26th

Printed Matter and Sam

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Registration

B.O.

Letters

Saturday, 26th

Printed Matter and Sam

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Registration

B.O.

Letters

Saturday, 26th

Printed Matter and Sam

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Registration

B.O.

Letters

Saturday, 26th

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Registration

B.O.

Letters

COMMERCIAL.

CLOSING QUOTATIONS.

April 21st.

On LONDON:—
Telegraphic Transfer 111 1/2
Bank Bills, on demand 111 1/2
Bank Bills, at 30 days sight 111 1/2
Bank Bills, at 60 days sight 111 1/2
Credits, at 4 months sight 111 1/2
Documentary Bills at 4 months sight 111 1/2

On PARIS:—
Bank Bills, on demand 251 1/2
Credits, at 4 months sight 251 1/2

On NEW YORK:—
Bank Bills, on demand 49 1/2
Credits, at 60 days sight 49 1/2

On HONGKONG:—
Telegraphic Transfer 148
Bank, on demand 148 1/2

On SHANGHAI:—
Telegraphic Transfer 148
Bank, on demand 148 1/2

On MANILA:—
Bank, at sight 73 1/2
Private, 30 days sight 73 1/2

On YOKOHAMA:—
Bank, on demand 73 1/2
Credits, at 60 days sight 73 1/2

On BATAVIA:—
Bank, on demand 120
Credits, at 60 days sight 120

On HAIKONG:—
Bank, on demand 1 1/2 p.m.
Credits, at 60 days sight 1 1/2 p.m.

On BANGKOK:—
Bank, on demand 77 1/2
Credits, at 60 days sight 77 1/2

On SINGAPORE:—
Bank, on demand 100.00
Credits, at 60 days sight 100.00

On SOERABAYA:—
Bank, on demand 100.00
Credits, at 60 days sight 100.00

On BOMBAY:—
Bank, on demand 100.00
Credits, at 60 days sight 100.00

On CALCUTTA:—
Bank, on demand 100.00
Credits, at 60 days sight 100.00

On COLOMBO:—
Bank, on demand 100.00
Credits, at 60 days sight 100.00

On RANGOON:—
Bank, on demand 100.00
Credits, at 60 days sight 100.00

On BANGALORE:—
Bank, on demand 100.00
Credits, at 60 days sight 100.00

On MADRAS:—
Bank, on demand 100.00
Credits, at 60 days sight 100.00

On CHENNAI:—
Bank, on demand 100.00
Credits, at 60 days sight 100.00

On KARACHI:—
Bank, on demand 100.00
Credits, at 60 days sight 100.00

On LAHORE:—
Bank, on demand 100.00
Credits, at 60 days sight 100.00

On DELHI:—
Bank, on demand 100.00
Credits, at 60 days sight 100.00

On AMRITSAR:—
Bank, on demand 100.00
Credits, at 60 days sight 100.00

On JAMSHEDPUR:—
Bank, on demand 100.00
Credits, at 60 days sight 100.00

On KOLKATA:—
Bank, on demand 100.00
Credits, at 60 days sight 100.00

On CALCUTTA:—
Bank, on demand 100.00
Credits, at 60 days sight 100.00

On BOMBAY:—
Bank, on demand 100.00
Credits, at 60 days sight 100.00

On MUMBAI:—
Bank, on demand 100.00
Credits, at 60 days sight 100.00

On PUNE:—
Bank, on demand 100.00
Credits, at 60 days sight 100.00

On AHMEDABAD:—
Bank, on demand 100.00
Credits, at 60 days sight 100.00

On SURAT:—
Bank, on demand 100.00
Credits, at 60 days sight 100.00

On VADODRA:—
Bank, on demand 100.00
Credits, at 60 days sight 100.00

On RAIPUR:—
Bank, on demand 100.00
Credits, at 60 days sight 100.00

On COCHIN:—
Bank, on demand 100.00
Credits, at 60 days sight 100.00

THE CIGARETTES OF DISTINCTION.

ALWAYS FRESH STOCKS.



SOLD EVERYWHERE.

The Egyptian Favourite

among those who have sufficient know-
ledge of the essentials of a perfect
Egyptian Cigarette is one or other
of the brands known as

Bouton Rouge
and
Felucca
EGYPTIAN
CIGARETTES

Until you have smoked them you really
have not realized the perfection to which
the manufacture of Egyptian Cigarettes
can be brought. Their makers, Messrs.
MASPERO FRERES, have now arranged
for their supply by all high-class Tobacco-
nists at the most reasonable prices

A Luxury
to the Man of TasteSole Agents:
British-American Tobacco Co., Ltd., Hong Kong.

SHARE LIST.—QUOTATIONS.

HONGKONG 21st APRIL, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID-UP CASH.	RETURN ON BASIS OF LAST DIV.
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	5 p.c.
China Bank Corporation, Limited	60,000	\$12	all	10 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	7 1/2 p.c.
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	
COTTON MILLS—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	
Dairy Farm Company, Limited	40,000	\$7 1/2	all	6 p.c.
DOCKS AND WHARVES—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	6 p.c.
H'kong and Whampoa Dock Co., Ltd.	50,000	\$50	all	5 p.c.
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	7 p.c.
Shai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	
Shai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	
Green Island Cement Co., Limited	400,000	\$10	all	5 1/2 p.c.
Hongkong Electric Co., Limited	60,000	\$10	all	5 1/2 p.c.
Hongkong Hotel Company, Limited	8,000	\$50	all	
Manila Metropolitan Hotel Limited	15,000	P. 10	all	
Hongkong Ice Company, Limited	5,000	\$25	all	6 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	10 p.c.
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	
Hongkong Tramway Co., Ltd.	325,000	\$10	all	
INSURANCE—				
Chinese Insurance Office Co., Limited	10,000	\$250	all	7 p.c.
China Fire Insurance Co., Limited	20,000	\$100	all	6 p.c.
Hongkong Fire Insurance Co., Ltd.	5,000	\$250	all	7 p.c.
North China Insurance Co., Limited	10,000	\$15	all	6 p.c.
Union Insurance Society, Limited	12,000	\$250	all	
Yangtze Insurance Association, Ltd.	12,000	\$100	all	
LAND AND BUILDING—				
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100	all	7 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	all	
Hampshire Estate and Finance Co., Ltd.	100,000	\$100	all	6 p.c.
Kowloon Land and Building Co., Ltd.	5,000	\$100	all	8 p.c.
Shanghai Land Investment Co., Ltd.	25,000	Tls. 50	all	
West Point Building Co., Limited	12,500	\$50	all	7 1/2 p.c.
Manila Supply Co., Limited	25,000	Gds. 10	all	
Landmark Properties in Langkat				
MINE—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	
Heavymetal and Rubber Estate, Ltd.	822,000	\$1	all	
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	all	
Trench Mines, Limited	160,000	\$1	all	
Peak Tramways Co., Limited	25,000	\$1	all	7 p.c.
Philippine Co., Limited	75,000	\$1	all	
Pulper et Papeteries du Tonkin Societe des	13,200	\$50	all	
REFINERIES—				
China Sugar Refining Co., Limited	20,000	\$100	all	5 p.c.
STAMPS—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	4 1/2 p.c.
Douglas Steamship Co., Limited	20,000	\$100	all	7 1/2 p.c.
H'kong, Canton & Amoy S.S. Co., Ltd.	80,000	\$100	all	
Indo-China Steam Navigation Co., Ltd.	60,000	\$100	all	
Shell Transport & Trading Co., Ltd.	2,500,000	\$1	all	4 1/2 p.c.
Star Ferry Company, Limited	30,000	\$100	all	
South China Morning Post, Limited	6,000	\$100	all	
Steam Laundry Company, Limited	20,000	\$100	all	
STRENGTH AND DURABILITY—				
Campbell, Moore & Co., Limited	120,000	\$100	all	
Gandhi, Price & Co., Ltd.	50,000	\$100	all	4 1/2 p.c.
Powell, Wm., Limited	15,000	\$100	all	
Watkins, Limited	10,000	\$100	all	
Watson & Co., A. S. Limited	50,000	\$100	all	
Weissmann, Limited	3,000	\$100	all	
United Asbestos Oriental Agency, Ltd.	9,900	\$100	all	8 p.c.
United Waterworks Co., Limited	50,000	\$100	all	7 1/2 p.c.
PARA RUBBER IN LONDON				5 1/2 p.c.
Loans.				
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p.c. annum	
			VERNON & SYMTH, Share Brokers.	

TO-NIGHT

9.15 P.M.—Bijou Scene Theatre.

FORTHCOMING EVENTS.

Saturday, 26th April—
Noon—Green Island Cement Co., Ltd.,
Meeting of Shareholders.

Monday, 28th April—
3 P.M.—Auction of Crown Land at Tai Ping
Sham, by Public Works Dept.

Saturday, 3rd May—
Noon—Hongkong Electric Co., Ltd., Meeting
of Shareholders.

HONGKONG METEOROLOGICAL

REGISTER.

Hongkong Observatory, April 21st

Previous On Day at 2 p.m. 5 a.m. 8 p.m.

Barometer 29.95 29.89 29.87

Temperature 70 69 76

Humidity 85 92 86

Wind Direction SE East East

Force 3 3 1

Weather o o o

Rain 0.00

Highest open air Temperature on 20th 71

Lowest open air Temperature on 20th 67

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